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RAILROADS IMPROVE OPERATIONS

FREIGHT TURNOVER FIGURES -- Sovetskaya Latvija, No 181, 1 Aug 48

In May 1948, trackmen of the Latvian Railroad System put into operation the secondary tracks on the most traveled section, Riga-Dabulty. Communications workers equipped this section with the new Natalevich system of semi-automatic blocking and traffic control. Due to such measures as these, the Latvian Railroad System has exceeded the prewar level of freight turnover in a very short time. Freight turnover, expressed in ton-kilometers, was fulfilled 103.9 percent, that is, the plan was overfulfilled by 47 million ton-kilometers. The plans for medium and capital repair of freight cars, medium and annual repair of passenger cars, and medium repair of tracks were also completed successfully. Transport workers saved more than 300,000 car-hours over the 6-month period. New methods of loading lumber made it possible to transport more than 56,000 tons of freight above the plan. Workers also reconstructed 32 locomotives and many dozen freight and passenger cars which were put out of service during the war.

Workers of the Riga Machinery Plant fulfilled the 6-month gross-production plan 123.1 percent. The plant started on 16 June to produce electric planes toward fulfillment of the 1949 plan. Productivity of labor has increased 20 percent and costs have decreased 23.4 percent, so that the plant is now operating at a profit. -- A. S. Bondarenko, Director General of Transport, III Bank, Chief, Latvian Railroad System

ELECTRIFICATION INCREASES ON TRANSCAUCASUS RR -- Zarya Vostoka, No 153,
1 Aug 48

Railroad workers on the Transcaucasus Railroad System fulfilled the 7-month plan ahead of time in honor of Railroad Transport Day (1 August). The steam-locomotive workers exceeded the 7-month plan for medium locomotive repair 20 percent, for overhauling 25 percent. These workers also realized 1,828,000 rubles' returns during the first six months of 1948. Electric locomotive workers fulfilled the 9-month plan for locomotive repair in 7 months,

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and saved nearly 3.5 million kilowatt-hours of power during the first 6-month period.

The 7-month plan for track repair was fulfilled 117 percent. The system will be further electrified during 1948. The Tkviuli-Kutaisi electrified line has already been put into operation. The Samtredia-Poti section is being equipped with electricity, and construction-assembly work is now going full speed on the Evaloni-Chaladidi section. The Tsivi-Tskaro substation and the Mtavari-Arkhi--Tsivi-Tskaro power lines are being installed. When this work is completed, the Karaya-Akstafa section will start operations. -- G. Kiknadze, Director General, I Rank, Chief, Transcaucasus Railroad System

Kommunist, No 205, 29 Aug 48

The Administration of the Transcaucasus Railroad System has begun the electrification of the Leninakan-Senain sector and plans to complete the work in 1949.

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